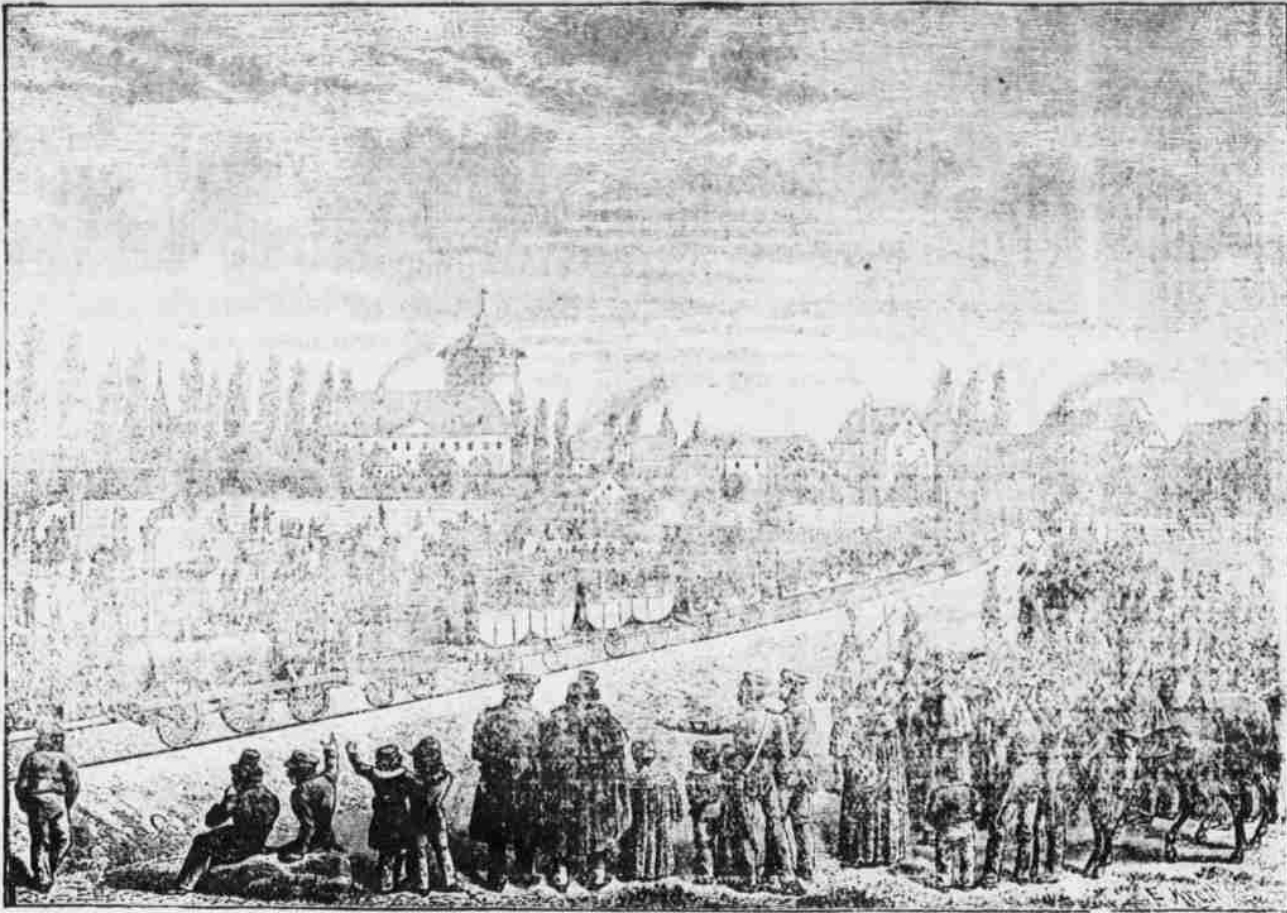


# FIRST STEAM RAILROAD IN THE UNITED STATES



[From the Saratoga (N. Y.) Sun.]

THIS picture is a photograph of the first steam railroad train run in the United States, in the year 1828, by the Delaware & Hudson Canal Company, at Honesdale, Pa. In January, 1828, Horatio Allen, of the Delaware & Hudson Canal Company, went to England to order rails for a horse road which had built at the above place, and also to examine the invented steam locomotives; and, if he thought well of them, to purchase three. He did, in fact, order one locomotive at the works of R. Foster Rastick & Company, of Stourbridge, and two more of the works of R. Stevenson & Company, at Newcastle. These engines were received at New York in the winter of 1828-9, and the following spring were put upon the rails. The Stourbridge engine was run with anthracite coal as fuel, by Mr. Allen himself, making six miles at its first trip, and was the first steam locomotive to be run on the American Continent. The next year locomotive building was successfully begun in the United States at West Point.

## THE FIRST LOCOMOTIVE.

An Interesting Picture, Though Not Strictly Accurate Historically.

The above cut, with the accompanying description, recently appeared in "The Sun," of Saratoga, N. Y. THE CITIZEN, through the courtesy of the Sun, reproduces it as being very nearly as great a curiosity as would be the Stourbridge Lion itself, if that source of local pride and subject of innumerable newspaper articles could be placed on exhibition. The picture is at least interesting and instructive as showing the style of passenger cars, literally "wagons," as they were called at the outset of steam railroading, three-quarters of a century ago, and as giving an idea of fashions in dress prevailing in the days of our great-grandfathers. But for the rest, the scene depicted must be regarded as purely mythical—the embodiment of the artist's conception of things, rather than descriptive of the event as it really occurred. Nor is the letter press much more reliable, historically, than the engraving. The bare facts are that Mr. Allen was commissioned by the Del. and Hud. Canal Company in 1827 to purchase in England the bar iron rails to be used on the road between Honesdale and Carbondale, the chains required on the inclined planes, and three locomotives to run on the levels. It was stipulated in the agreement between the company and Mr. Allen that his traveling and other expenses on sea and land were to be paid by the former, but that they were not to exceed \$900. His time for the trip was limited to three months, but so much difficulty was experienced in the manufacture of the iron to meet his views, his leave of absence was extended to nearly a year. He went out in the autumn of 1827, when barely twenty-five years of age, and returned in the fall of 1828. The locomotives soon followed him, the other railway supplies having been forwarded earlier. The following summer the "Lion" was sent to Honesdale, and the trial trip made. That trial trip was the only journey the locomotive ever made on its own wheels, with the exception of a run of a few hundred feet, immediately following, taken for the express benefit of Nathan Kellogg and the late Hon. Otis Avery. There were no other cars in the make up of the train than the engine and tender, and on the trial trip there was no one on board save Mr. Allen himself. So that the long string of coaches, apparently filled with passengers is purely mythical.

The Stourbridge Lion remained under a shed, near where its trial was made, for more than twenty years, its boiler often ridden astride by the writer and other lads, and was then removed to the Honesdale foundry, on Ladywood Lane, where it was partially dismantled and broken up. One of the cylinders and the connecting rods of both cylinders and pumps eventually fell into the hands of George B. Smith, of Dunmore, Pa. The other cylinder is in the possession of the heirs of Steuben Jenkins, of Wyoming, Luzerne county, Pa. Such parts as the Government, some years since, was enabled to gather up, were taken to Washington, D. C., where the missing portions were supplied, and the locomotive, as reconstructed, is now on exhibition at the Smithsonian Institution.

Don't put all your eggs in one basket. THE CITIZEN reaches people that its competitors cannot touch. Try an adv.



THE PRESENT HONESDALE STATION.

## PAST AND PRESENT.

The First Train in the United States and the Trains of To-Day From the Same Starting Point.

Through the kindness of the editor of the *Herald* we are enabled to accompany our illustration of "The First Railroad in the United States" with a picture from "Picturesque Wayne County," of a scene of to-day, taken within a stone's throw of the exact locality from which the Stourbridge Lion started on its trial trip eighty years ago. This engraving, when compared with the one above, not only serves to show the wonderful improvement which time has wrought in locomotives, cars, and the general equipment of railroads, but the advance in picture-making as well. It is a view of one of the daily trains on the Erie railroad just as it is pulling away from the station on its way to New York. The lawn with flower bed in the foreground is part of the depot park, extending along Main street for nearly two blocks, and maintained as one of the beauty spots of the town by the Del. & Hud. Co., to which corporation it belongs.

## Glasses Steam?

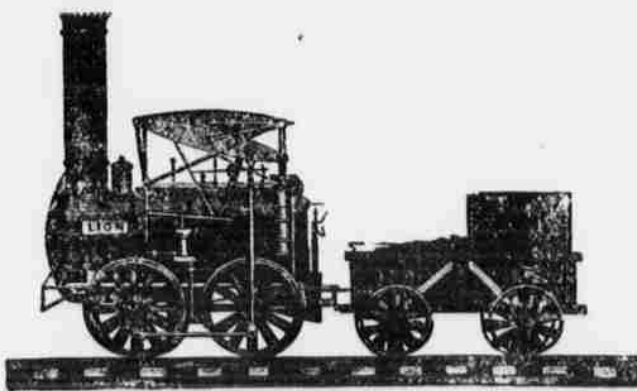
To prevent eye glasses from steaming in cold weather, rub them thoroughly on both sides with a little vaseline or cold cream, then rub with tissue paper or cloth to clear the glasses. Glasses treated this way will not cloud or steam in the coldest weather for twenty-four hours. This treatment of the glasses should be made once a day for outdoor use.

It was his first engagement, and he was very nervous. A clump of his in the line of fire ahead of him, and when the bullets began to fly the clump began to dodge.

Thereupon the recruit shouted, excitedly: "Hey! Jim, don't duck. I'm behind you!"

"Why did you shake your fist at the speaker?" "Well, replied the congressman, 'I didn't want the whole session to slip by without my having made a motion of some kind.'"

MANIFEST DESTINY is the term which men apply to the thing they want to do.



The Stourbridge Lion at the Smithsonian Institute, Washington.

Uncle Sam is at last getting exclusive with his national emblems, and the commissioner of patents now rules against the registration of trademarks bearing them. Hereafter the eagle, the shield, the flag and other insignia of the United States must not be used to exploit private trade.

Uncle Sam welcomes the "Cuba Libre" sister low as heartily as before, but the next time this thing happens he'll see to it himself that her hat is on straight before saying "Howdy."

The monorail for giving people a ride is not a new thing, only the new kind is made in a foundry, while the old style is cut and split in the woods.

But if women do get the ballot there'll be very few of the sweet eighteen class registering as "twenty-one last birthday."

With an \$8,000,000,000 crop to sell, Uncle Sam's "poor but honest" farmer may be the next caught in the act of high financing.

If Carnegie finds that protection won't let him die poor, he's the very man to head an income tax crusade.

The farmer will be delighted to read all about the Roosevelt uplift even if he is not taking any of it himself.

It was expected that rumor would get Anna Gould on the divorce records again, "but not so soon."

## American Grand Opera.

The Metropolitan Opera company steps nobly to the front rank of the few but zealous champions of American talent in the field of composition. Recently the native work of Frederick S. Converse, "The Pipe of Desire," has been given a hearing, and its success must stimulate hope in the breasts of American composers that the field is not to be monopolized forever by foreigners. The Metropolitan company proposes to head a movement in favor of American operas to be rendered in English. As a starter it offers a prize for the best grand opera written by a composer born in this country.

Much has been said of late about the demand among managers for American works to stage. For an American work which will score at the box office, of course, there is always a demand, but it still remains true that the native aspirant must first push aside a score or so of foreign attractions which have made good before he can get a hearing. The public will be educated to favor American talent if the managers desire it. The Metropolitan management risks an innovation in producing grand opera in English. In offering a prize for new work to be sung in English it shows faith in the American public as well as in American composers.

Christmas magazines, made in advance, are out and reasonably sound on the main question, but he is a rash editor who will tackle a world feature now as timely for the July number.

## ALEXIS ESCAPES.

Deposed President of Haiti on French Warship.

GENERAL LEGITIME IS PRESIDENT

Woman Tries to Stab Fleeing Ruler and Angry Mob Threatens Him—His Hoard of Gold Seized by Rioters.

Port au Prince, Dec. 5.—Following the seizure of Port au Prince by the rebels the people deposed President Nord Alexis, who fled the city.

He took refuge on the French warship Duguay Trouin, but left only just in time to escape those who threatened his life.

At the last moment President Alexis yielded to the urging of those about him and decided to take refuge aboard the French warship. A salute of twenty-one guns announced his departure from the palace.

Thousands had gathered there early in the day, and they had surged round the entrances, threatening to tear down the walls to drive out the president and his loyal followers.

As the hours passed the great mob became infuriated, shouting for him to leave the country. The mob was armed, and men and women, beside themselves with rage, heaped curses on the head of the aged man who had been deposed from the presidency of the republic, but who had fiercely expressed his determination to fight to the last.

So serious was the situation that the French minister, M. Carteron, and other foreign representatives, together with members of a specially appointed committee forced themselves upon the president, who finally consented to withdraw.

Shouts greeted him as he stepped from the precincts of the palace and into a carriage which had been provided. M. Carteron, carrying the French tricolor, sat beside him.

An immense crowd of men and women had assembled at the wharf, and the arrival of the presidential carriage, escorted by a battalion of infantry and a squadron of cavalry under command of General Hippolyte, was the signal for wild tumult and riot.

All along the route the people who lined the streets shouted, jeered and cursed at the fallen president, but when the landing stage was reached the mob lost all restraint.

The scene was tragic and shameful. Infuriated women broke through the cordon and shrieked the coarsest insults into the very face of the president, who strove bravely to appear undisturbed.

They tried to hurl themselves upon him and fought with hands and feet against the soldiers, who found difficulty in forcing them back.

In order to disengage him the troops discharged their muskets, several shots being fired. During this time a space was cleared, and Nord Alexis, with the French colors draped about him, was hurried aboard a skiff in tow of a steam launch, his suit tumbling into the skiff after him.

Just as Nord Alexis was embarking a woman succeeded in reaching his side and, drawing a murderous knife, made a sweep at his body. The blow fell short, however, and before the woman could follow it up with another she was seized by a soldier.

A man succeeded in striking the president with his fist, but the blow was a glancing one on the neck. Nord Alexis turned to M. Carteron and, shaking his head, said, "I told you so, your excellency."

A trunk which was left behind on the precipitate departure of the president and his party from the wharf was seized upon by the rioters and broken open. It was found to contain some \$10,000 in gold and 20,000 Haitian gourdes. The specie was scattered about and promptly pillaged.

General Antoine Simon, the leader of the insurgents, is marching up the peninsula with an army of 5,000, and a new president, General Legitime, has been proclaimed.

Armed sailors from the two American cruisers and the French cruiser in the harbor were landed to guard their respective legations.

General Canal is doing everything possible to maintain order. The guards on the street have been increased, but it is with great difficulty that the populace is being restrained.

The committee of public safety is composed of General Legitime, the president of the provisional government; General Canal, the organizer of the local movement, and MM. Oreste, Prudent, Chapoteau, Laforest, Hippolyte and Domnamy, all men of prominence in the community.

The revolution has been remarkably successful. All the remaining ministers, together with the high military officials under Nord Alexis, have taken refuge in the various foreign legations. These are the same men who nine months ago were protesting vociferously against the granting of the right of refuge to unsuccessful revolutionists by the foreign diplomatic and consular representatives. Now they are only too happy to seek the protection of a foreign flag to escape the fury of the people.

Thread Mills on Full Time. Glasgow, Conn., Dec. 3.—The mills of the American Thread company started on full time.

## PROFESSIONAL CARDS.

### Attorneys-at-Law.

R. M. SALMON, ATTORNEY & COUNSELOR-AT-LAW. Office—Next door to post office. Formerly occupied by W. H. Dimmick. Honesdale, Pa.

W. M. H. LEE, ATTORNEY & COUNSELOR-AT-LAW. Office over post office. All legal business promptly attended to. Honesdale, Pa.

M. E. SIMONS, ATTORNEY & COUNSELOR-AT-LAW. Office in Foster building—rooms 9 and 10. Honesdale, Pa.

HERMAN HARMES, ATTORNEY & COUNSELOR-AT-LAW. Parents and persons secured. Office in the Court House, Honesdale, Pa.

CHARLES A. MCCARTY, ATTORNEY & COUNSELOR-AT-LAW. Special and prompt attention given to the collection of claims. Office over Relf's new store. Honesdale, Pa.

PETER H. HOFF, ATTORNEY & COUNSELOR-AT-LAW. Office—Second floor old savings bank building. Honesdale, Pa.

F. E. KIMBLE, ATTORNEY & COUNSELOR-AT-LAW. Office over the post office. Honesdale, Pa.

A. T. SEARLE, ATTORNEY & COUNSELOR-AT-LAW. Office near Court House. Honesdale, Pa.

O. L. ROWLAND, ATTORNEY & COUNSELOR-AT-LAW. Office over Post Office. Honesdale, Pa.

HOMER GREENE, ATTORNEY & COUNSELOR-AT-LAW. Office over Relf's store. Honesdale, Pa.

H. WILSON, ATTORNEY & COUNSELOR-AT-LAW. Office, Masonic building, second floor. Honesdale, Pa.

### Dentists.

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D. H. B. SEARLES, HONESDALE, PA. Office and residence 118 Church street. Telephones. Office Hours—2:00 to 4:00 and 7:00 to 8:00 p. m.

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### AUDITOR'S NOTICE.

ESTATE OF H. C. GAYLORD, Late of Clinton township, deceased. The undersigned, an auditor appointed to report distribution of said estate, will attend to the duties of his appointment on FRIDAY, DECEMBER 4th, 1898, at 10 o'clock, a. m., at his office in the borough of Honesdale, at which time and place all claims against said estate must be presented, or recourse to the fund for distribution will be lost.

WM. H. LEE, Auditor. Honesdale, Nov. 9, 1898.

DR. C. E. BRADY, DENTIST Honesdale, Pa. OFFICE HOURS—8 a. m. to 5 p. m. Any evening by appointment. Citizens' phone, 33. Residence, No. 88 X.